GROSSMONT COLLEGE MASTER PLAN
TEMPROARY PARKING FOR CONSTRUCTION
TRAFFIC CONTROL PLAN AND ASSESSMENT

The Grossmont-Cuyamaca Community College District is developing new and renovated facilities to the Grossmont Community College as identified in the Grossmont College Master Plan. Grossmont College is located at 8800 Grossmont College Drive in the northwestern portion of the City of El Cajon (see Figure 1). The construction of proposed new and restored facilities is being phased over time. At this time, construction of a new digital Arts/Sculpture Building and replacement of an existing building with a Health Science Building is proposed.

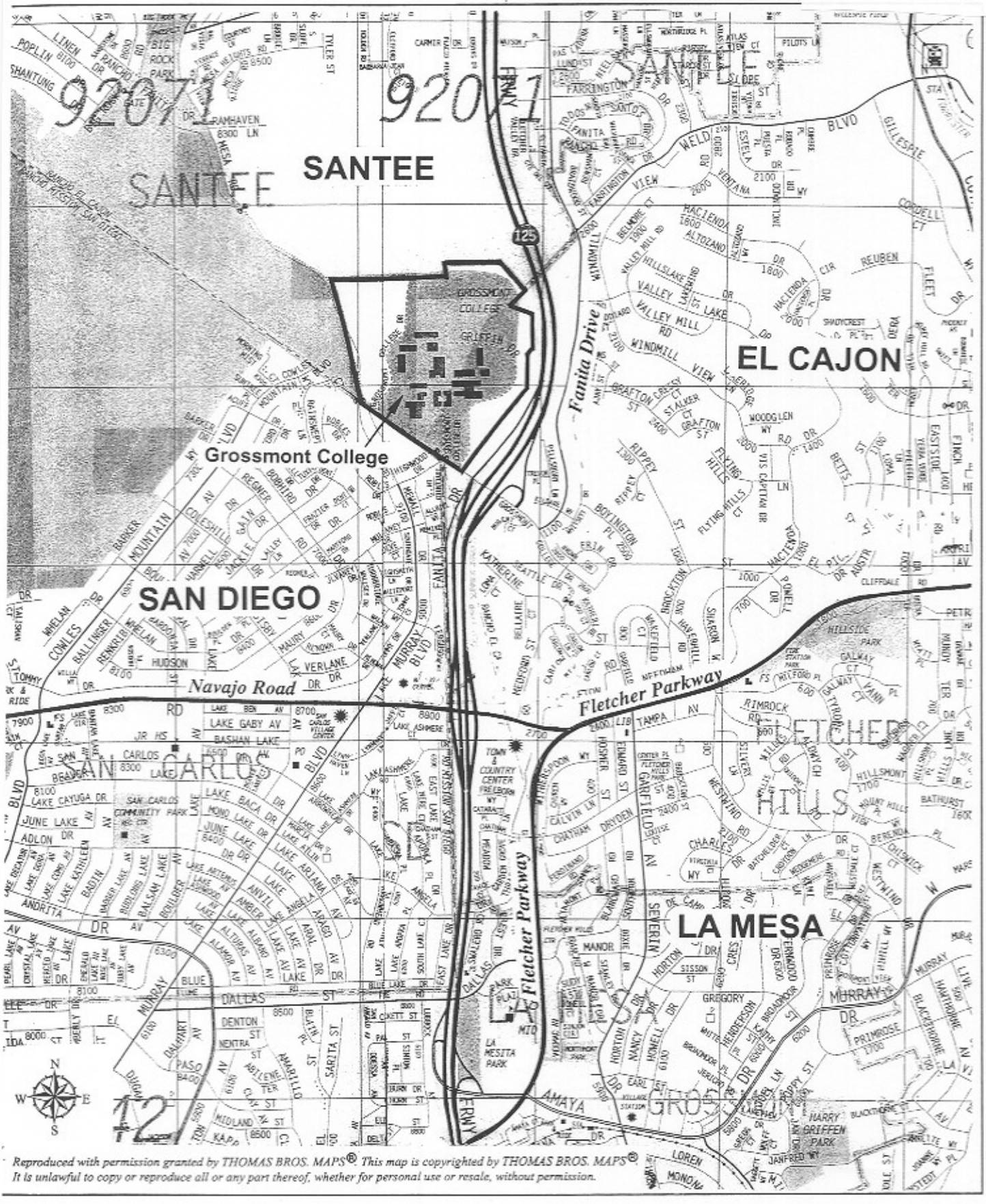
Impacts of construction of the proposed Grossmont College Master Plan, including the construction of a new digital Arts/Sculpture Building and provision of a Health Science Building was assessed in the Grossmont College Master Plan Final Environmental Impact Report, dated January 2005. This report stated that "Construction activities could potentially result in temporary removal of on-campus parking." The report also stated that the Grossmont-Cuyamaca Community College District would implement a traffic management plan during construction activities.

The Grossmont-Cuyamaca Community College District is proposed to utilize an off-campus lot for temporary parking during construction of the Arts/Sculpture Building. The temporary parking lot would be assigned for intermittent use for facility and staff of Grossmont Community College. The proposed temporary parking lot would provide approximately 500 parking spaces and would cease use at the completion of construction activities on the Grossmont College campus.

The proposed temporary parking lot would operate intermittently from August 2008 through June 2009. The proposed temporary parking lot would operate Monday through Friday from 7AM to 7PM while community college is in session. Faculty and staff would be bused from the temporary parking lot to Grossmont Community College for work and back upon completion of their workday. During community college breaks the County would continue to use the area for special event parking. In the case of a fire emergency, the use of the area to stage fire equipment and crews would take precedence over Grossmont Community College parking.

The proposed lot is located on Joe Crosson Drive near the Gillespie Field Airport located in El Cajon, CA (Thomas Bros page 1251, E2). Access to the temporary

FIGURE 1



Project Vicinity Map

GROSSMONT COLLEGE MASTER PLAN EIR

Figure 2-2

HELIX

parking lot would be taken from Bradley Avenue via Johnson Avenue, Floyd Snith Drive and Joe Crosson Drive (see Figure 2). An assessment of the proposed temporary parking lot location and a recommended traffic management plan for the proposed lot is provided herein.

Background

Usage of the proposed temporary parking lot would not generate additional trips, since it would only be servicing uses and activities that are currently ongoing at Grossmont College. Usage of the temporary parking lot, however, would redistribute trips from Grossmont College to the temporary parking lot.

As documented in the FEIR, SR 125 and Grossmont College Drive serve as the primary access to the Grossmont College. Campus and Highland Drive provide secondary access to the site. Usage of the temporary lot would divert staff and faculty from Grossmont College to the proposed parking lot located approximately 4 miles east of Grossmont College.

If the entire 500 parking spaces were utilized, then the temporary parking lot would redirect approximately 1000 Average daily trips to the temporary parking lot. The additional trips would occur along roads in the vicinity of the proposed parking lot and roads connecting Grossmont College to the proposed parking lot.

Existing traffic conditions in the vicinity of Grossmont College were assessed and documented in the Grossmont College Master Plan Final Environmental Impact Report (FEIR). Attachment A provides excerpts from the FEIR and includes a summary of the existing traffic conditions. As shown in Attachment A, SR 125 and Grossmont College Drive in the vicinity of Grossmont College are operating at LOS C or better. A portion of Highland Drive is operating at LOS F, but would not be affected by the proposed redirection of traffic and may benefit since the redirection of traffic may take some existing trips off or Highland Drive. Section of I-8 east of SR 125, however, is operating at LOS E/F

Existing traffic conditions in the vicinity of the proposed temporary parking lot were assessed and identified in the Traffic Impact Analysis for the Redevelopment of a 70 Acre parcel at Gillespie Field. The County of San Diego has prepared a draft traffic impact study to assess future development of a 70 acre parcel located in this area. The draft traffic impact study assessed and documented existing traffic conditions in the vicinity of the proposed temporary parking lot on Joe Crosson Drive. Excerpts from the draft TIA and a summary of the existing traffic operations in the vicinity of the proposed temporary parking lot on Joe Crosson Drive is provided in Attachment B.

As shown in Attachment B, a section of Bradley Avenue between the SR 67 south bound and north bound ramps is operating at LOS F. Magnolia Avenue

north of Bradley Avenue is operating at LOS D. All other roads in the vicinity of the proposed temporary parking lot are operating at LOS C or better.

The proposed parking lot will only be used for approximately 10 months. The temporary usage of the parking lot allows for consideration of a traffic routing management plan. The proposed temporary parking lot will only service staff and faculty. The school district has direct access to and limited control over the users of the temporary parking lot. The school district can, therefore, direct and manage routing of traffic to and from the proposed temporary lot. Implementation of an employee directed traffic management plan during construction was included in initial environmental certification for the proposed East Otay Power Plan to avoid additional traffic to an impacted intersection at SR 905 and Otay Mesa Road.

Monitoring conditions at the SR 67 Bradley Avenue ramps can also be implemented to ensure compliance with the traffic routing/management plan to the temporary parking lot. The section of Bradley Avenue that operates at LOS F is very short, less than ¼ mile long between the ramps to the freeways. An impact to the ramps would occur if traffic at the ramps starts to backup onto the SR 67 freeway. If traffic at the SR 67 ramps backs up onto the SR 67 freeway, and the backup is found to be caused by non compliance with the proposed traffic routing plan, then the temporary parking lot could be closed during peak hours to avoid usage at the SR 67 ramps. According to the Traffic Impact Analysis for the Redevelopment of a 70Acre parcel at Gillespie Field. The peak hours of operation at the ramps, are between 7:15 am and 8:15 am and between 4:30 pm and 5:30 pm. Level of Service during the AM peak is LOS E and during the PM peak is LOS F. The addition of project trips during the PM Peak may result in a traffic impact, unless users are directed to use a route which would avoid these ramps.

A route which avoids usage of I-8 east of SR 125 and/or the SR 67 Bradley Avenue interchange would avoid potential impacts to the interchange. According the SANDAG's Website; transportation data Fanita Drive between Weld Boulevard and Grossmont College Drive services 9,700 ADT and operates at LOS D (Attachment C). Weld Boulevard between Fanita Drive and Cuyamaca Street services 7,100 ADT and operates and LOS B. If traffic from the temporary parking lot was redirected to use these streets, traffic volumes on these streets, for the short term, could increase by 1,000 ADT. With the addition of 1,000 ADT, both facilities would operate at LOS D or better.

A proposed route would be as follows:

SR 125 to Grossmont College exit
Grossmong College east to Fanita Drive
Fanita Drive north to Weld Boulevard
Weld Boulevard east to Marshall Avenue

Marshall Avenue east and then south to Bradley Avenue
Bradley Avenue east to Johnson Avenue
Johnson Avenue north to Floyd Smith Drive
Floyd Smith Drive east to Joe Crosson Avenue
Joe Crosson Avenue north to proposed temporary parking lot

Usage of the above route would avoid significant traffic impacts to I-8 and the SR 67 Bradley Avenue ramps.

Staff from the City of El Cajon expressed concerns that usage of the above route during AM peak hours may affect existing signal timing in the area. Usage of the proposed route during AM peak hours would increase the number of left turns from Bradley Avenue onto Johnson Avenue. Based upon current employee work hours, class schedules and other factors, Grossmont College estimated the AM usage of the proposed temporary parking lot. A copy of the estimate is provided in Attachment D. It was estimated that the 500 space parking lot would fill up by 10:30 am with the largest volume (300 ADT) arriving between 7:30 am and 8:30 am. It is anticipated that the 300 additional ADT during the AM peak, would result in minor adjustments to the existing signal timing. The City of El Cajon has agreed to under take these adjustments, but stated that if the actual project traffic volumes greatly exceed the estimated traffic volumes then some assistance from the County in retiming the traffic signals will be requested.

Measures to Avoid Potential Traffic Impacts

Grossmont College has agreed to implement the following measures to avoid traffic impacts in the vicinity of the proposed temporary parking lot on Joe Crosson Drive:

Between the hours of 3pm - 6pm traffic control staff will be stationed at the exit gate of the parking lot to verbally instruct faculty and staff regarding their appropriate direction of travel.

The direction of travel upon exit of the parking lot shall be:

- left on Joe Crosson Drive Road to Floyd Smith Drive (southbound)
- Right on Floyd Smith Drive to W. Bradley Avenue; Right on W. Bradley Avenue (westbound)

The college will provide Faculty and Staff with a parking sticker and specific written instructions regarding direction of travel to and from the temporary parking lot. The instructions will also identify the directions as mandatory traffic mitigation measures.

- Traffic control staff stationed at the parking lot will visually monitor that cars are turning right onto Floyd Smith Drive.
- As a re-enforcement of traffic flow instructions, the college shall send e mail reminders to faculty and staff assigned to the lot on a regular basis.

Grossmont College will also provide driving instructions to the faculty and staff assigned to the temporary parking lot. A copy a draft letter from the president of Grossmont College and draft driving instructions are provided in Attachment E.

Conclusions/Recommendations

It is recommended that faculty and staff who will use the proposed temporary parking lot be directed to use routes that would avoid usage of the SR 67/Bradley Avenue ramps which are currently operating at LOS E/F. One suggested route is included herein. Draft driving instructions to provide faculty and staff have been prepared by Grossmont College as well as a letter of instruction from the President of the College. A plan to monitor exiting from the parking lot during Pm hours has also been developed for implementation by Grossmont College. AM peak hour trips to the parking lot are estimated not to exceed 300 ADT. It is anticipated that only minor adjustment to existing signal timing will be needed to accommodate these trips.

Implementation of the proposed measures summarized above, would avoid potential traffic impacts that may occur from the proposed temporary parking lot on Joe Crosson Drive. The proposed project, therefore, will not result in a significant traffic impact.

Prepared by

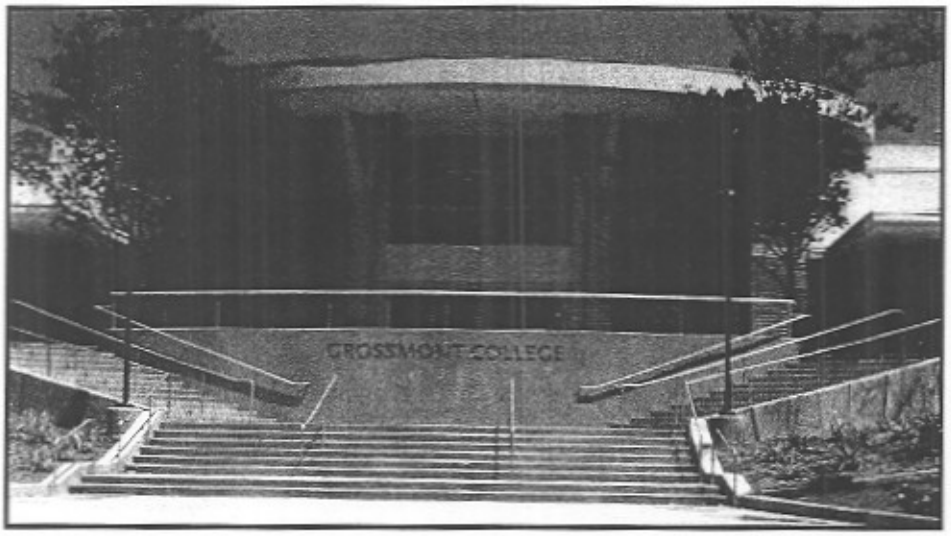
Robert J. Goralka
County of San Diego
Dept. of Public Works
Traffic Engineer

ATTACHMENT A

GROSSMONT COLLEGE MASTER PLAN

Final Environmental Impact Report

SCH No. 2003051078



January 2005

Prepared for:

GROSSMONT-CUYAMACA
COMMUNITY COLLEGE DISTRICT

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El Cajon, CA 92020-1799

Prepared by:

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environmental planning inc

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roadway is constructed as a three-lane collector with sidewalks on both sides and no on-street parking. The El Cajon General Plan Circulation Element designates Grossmont College Drive as a Secondary Arterial.

Highwood Drive

Highwood Drive, immediately adjacent to and southwest of the campus, is a relatively short southwest- to northeast-trending roadway that connects Lake Murray Boulevard with Grossmont College Drive. Highwood Drive is constructed as a three-lane collector with a posted speed limit of 25 miles per hour. Sidewalks are provided along both sides of the street and on-street parking is not permitted. The Navajo Community Plan designates Highwood Drive as a two-lane Collector Street.

Lake Murray Boulevard

Lake Murray Boulevard, located southwest of the campus, extends northerly from 70th Street in San Diego to its terminus adjacent to the southwest campus boundary. Lake Murray Boulevard is constructed as a four-lane major arterial. Sidewalks and bicycle lanes are provided along both sides of the roadway and on-street parking is not permitted. The posted speed limit is 40 mph. The Navajo Community Plan designates Lake Murray as a four-lane Primary Arterial.

Table 4.10-1
EXISTING DAILY ROADWAY SEGMENT CONDITIONS

ROADWAY SEGMENT	CLASSIFICATION/ LANES	CAPACITY AT LOS E	ADT	V/C	LOS
Grossmont College Drive					
Fanita Drive to SR-125 NB ramps	Secondary Arterial/2	15,000	9,555	0.64	C
SR-125 NB ramps to SR-125 SB ramps	Secondary Arterial/3	22,500	13,522	0.60	C
Highwood Drive					
Campus entrance to Lake Murray Boulevard	Collector/3	10,000	11,375	1.14	F
Lake Murray Boulevard					
Robles/Highwood Dr. to Turnbridge/Ferguson Way	Prime Arterial/4	40,000	12,025	0.30	A
Turnbridge/Ferguson Way to Navajo Road	Prime Arterial/4	40,000	14,410	0.36	A
Navajo Road to Lake Arrowhead Drive	Prime Arterial/4	40,000	16,901	0.42	B
Lake Arrowhead Drive to Jackson Drive	Prime Arterial/4	40,000	14,624	0.37	A

V/C = Volume-to-capacity ratio
Source: KOA 2003a.

As shown in Table 4.10-1, all roadway segments currently operate at LOS D or better except for Highland Drive.

Existing Intersection Operations

Intersections within the campus vicinity that were evaluated in the traffic study are shown on Figure 4.10-2, *Project Area Study Intersections*, and represent those that would likely be affected by traffic generated by implementation of the Master Plan. The analysis of peak hour intersection performance was based on the 2000 Highway Capacity Manual (HCM) operational analysis procedures.

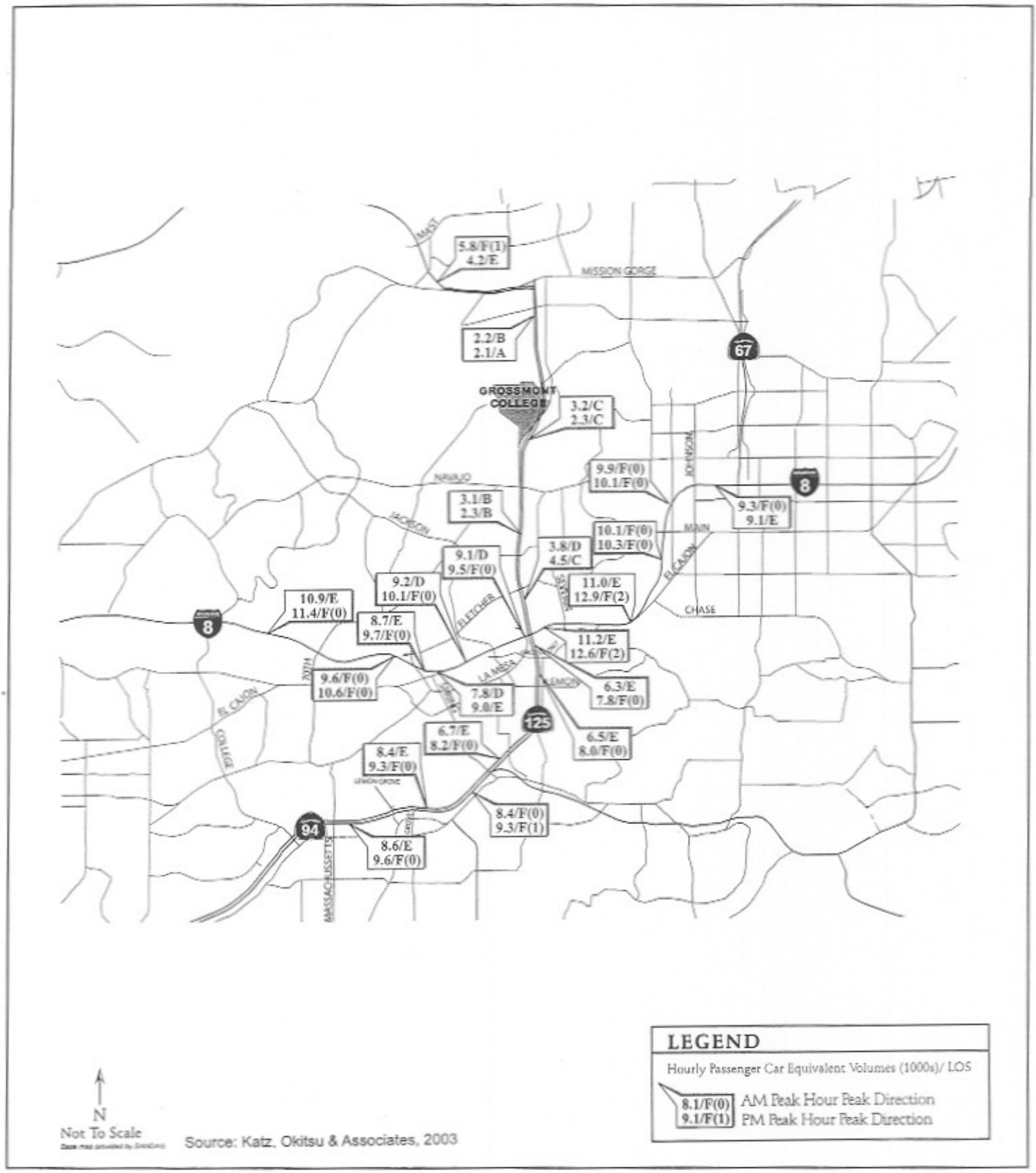
Intersection LOS is based on total vehicle delay expressed in seconds. As with roadway segments, LOS A though D is considered acceptable for peak hour intersections according to the San Diego Traffic Engineers Council and Institute of Transportation Engineers (SANTEC/ITE) Guidelines. Table 4.10-2, *Existing Peak Hour Intersection Conditions*, below summarizes the existing peak hour intersection operating conditions for the 11 study intersections.

Table 4.10-2
EXISTING PEAK HOUR INTERSECTION CONDITIONS

INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
	Delay	LOS	Delay	LOS
Lake Murray Blvd. at Jackson Dr.	18.3	B	18.7	B
Lake Murray Blvd. at Lake Arrowhead Dr.	15.6	B	16.3	B
Lake Murray Blvd. at Navajo Rd.	50.0	D	97.5	F
Lake Murray Blvd. at Turnbridge/Ferguson Way	16.3	B	20.3	C
Lake Murray Blvd. at Robles/Highwood Dr.	7.7	A	11.7	B
Navajo Rd. at SR-125 SB ramps	18.6	B	25.9	C
Navajo Rd. at SR-125 NB ramps	25.8	C	23.2	C
Grossmont College Dr. at Fanita Dr.	17.6	C	19.6	C
Grossmont College Dr. at SR-125 NB ramps	17.7	B	18.6	B
Grossmont College Dr. at SR-125 SB ramps	20.7	C	22.0	C
Mission Gorge Rd. at SR-125 ramps	15.2	B	23.2	C

Source: KOA 2003a.

As shown in Table 4.10-2, all intersections currently operate at LOS D or better, with the exception of Lake Murray Boulevard at Navajo Road (PM only).



Existing Peak Hour Freeway Conditions

GROSSMONT COLLEGE MASTER PLAN EIR

Figure 4.10-3

HELIX

ATTACHMENT B

Traffic Impact Analysis Technical Report

Redevelopment of 70-Acre Parcel and Land Acquisition Project Gillespie Field El Cajon, California

Prepared for:

County of San Diego
Department of Public Works
5469 Kearny Villa Road, Suite 305
San Diego, CA 92123

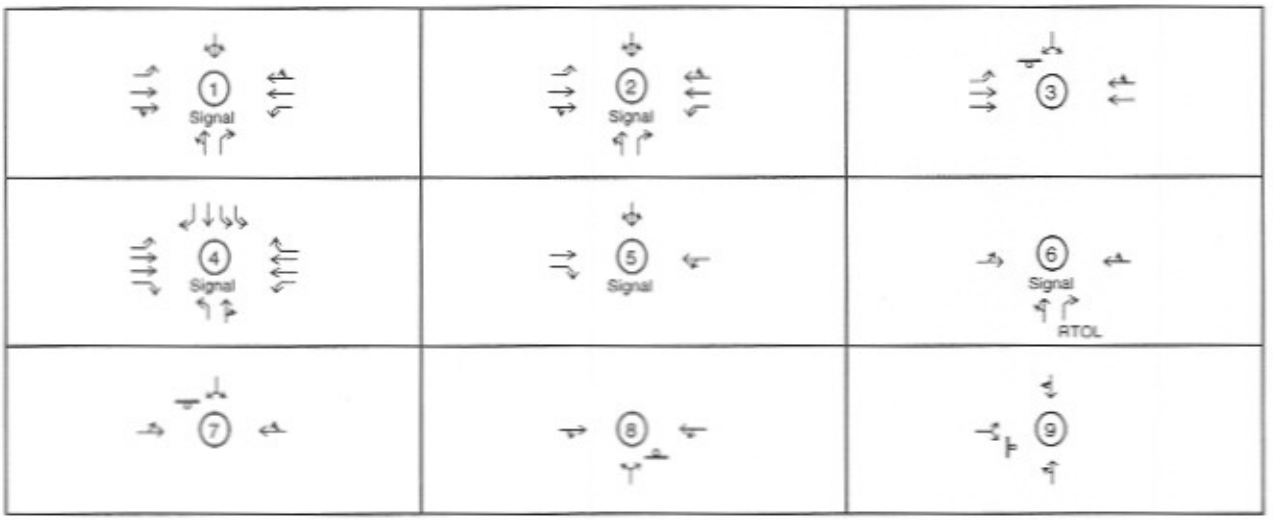
Prepared on behalf of
PBS&J
9275 Sky Park Court, Suite 200
San Diego, CA 92123

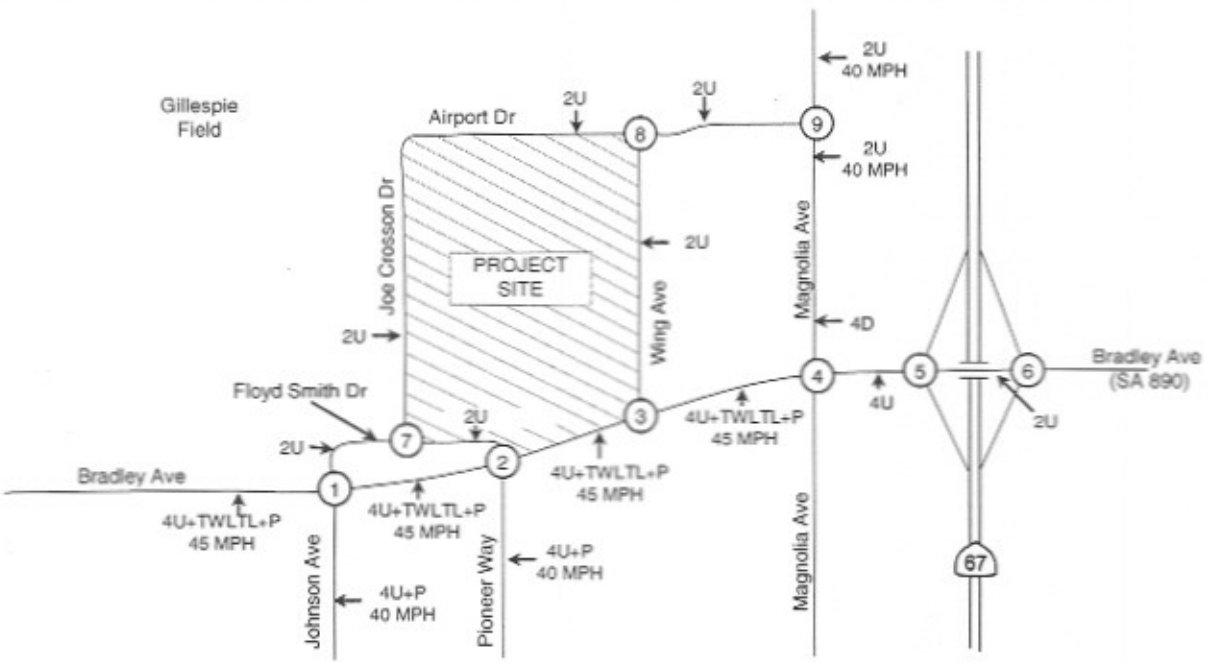
Prepared by:

LOS Engineering, Inc.
6342 Ferris Square, San Diego, CA 92121
Phone 619-890-1253, Fax 619-374-7247

July 16, 2007

Figure 3: Existing (Year 2006) Roadway Conditions





LEGEND

- Stop Sign
- Through Lane
- Left Turn Lane
- Right Turn Lane
- Combination Left-Through Lane
- Combination Left-Through-Right Lane
- Combination Right-Through Lane
- Combination Left-Right Lane

LEGEND (continued)

2U	Two Lane Undivided Roadway
4D	Four Lane Divided Roadway
RTOL	Right Turn Over Lap phase
TWLTL	Two Way Left Turn Lane
MPH	Posted Speed Limit in Miles Per Hour
P	Parking

N

No Scale

TABLE 6: EXISTING (YEAR 2006) INTERSECTION LEVEL OF SERVICE

Intersection and Control[1]	Movement	Peak Hour	Existing Delay[2]	Existing LOS[3]
1) Bradley Ave at	All	AM	11.7	B
Johnson Ave (S)	All	PM	10.8	B
2) Bradley Ave at	All	AM	8.0	A
Pioneer Way (S)	All	PM	10.2	B
3) Bradley Ave at	SB LR	AM	13.1	B
Wing Ave (U)	SB LR	PM	13.5	B
4) Bradley Ave at	All	AM	45.8	D
Magnolia Dr (S)	All	PM	41.3	D
5) Bradley Ave at	All	AM	68.5	E
SR-67 SB Ramps (S)	All	PM	215.0	F
Caltrans ILV	All	AM	1,444	Un
Caltrans ILV	All	PM	1,643	Cap
6) Bradley Ave at	All	AM	50.5	D
SR-67 NB Ramps (S)	All	PM	114.0	F
Caltrans ILV	All	AM	1,444	Un
Caltrans ILV	All	PM	1,643	Cap
7) Joe Crosson Dr at	SB LR	AM	8.6	A
Floyd Smith Dr (U)	SB LR	PM	8.9	A
8) Airport Dr at	NB LR	AM	8.5	A
Wing Ave (U)	NB LR	PM	8.8	A
9) Airport Dr at	EB LR	AM	13.9	B
Magnolia Dr (U)	EB LR	PM	15.7	C

Notes: 1) Intersection Control - S: Signalized; U: Unsignalized. 2) Delay shown in seconds or ILV value shown. 3) LOS: Level of Service/ILV Stb: Stable; Un: Unstable; Cap: At Capacity. Movement: SB LR: Southbound Left Right approach.

TABLE 7: EXISTING (YEAR 2006) SEGMENT ADT VOLUMES AND LEVEL OF SERVICE

Segment	Classification (existing lanes) Roadway Width	LOS E Capacity	Existing Daily Volume	Existing V/C	Existing LOS
Airport Drive					
Joe Crosson Dr to Wing Ave	I[1] (2U) 30'	4,500	1,113	0.247	C
Wing Ave to Magnolia Ave	Non-Circ (2U) 36'	4,500	1,421	0.316	C
Bradley Avenue					
Marshall Ave to Johnson Ave	P[1] (4U+TWLTL+P) 82'	37,000	13,033	0.352	A
Johnson Ave to Pioneer/Floyd Smith	P[1] (4U+TWLTL+P) 82'	37,000	12,873	0.348	A
Floyd Smith/Pioneer to Wing Ave	P[1] (4U+TWLTL+P) 82'	37,000	13,439	0.363	A
Wing Ave to Magnolia Ave	M (4U+TWLTL+P) 82'	37,000	11,959	0.323	A
Magnolia Dr to SR 67 SB Ramps	M (4U) 80'	34,200	12,466	0.364	A
SR 67 SB Ramps to SR 67 NB Ramps	M (2U) 24'	16,200	20,315	1.254	F
Floyd Smith Drive					
East of Joe Crosson to Bradley	I[1] (2U) 24'	4,500	656	0.146	C
Joe Crosson Drive					
Floyd Smith to Airport Dr	I[1] (2U) 32'	4,500	1,027	0.228	C
Johnson Avenue					
Floyd Smith Dr to Bradley Ave	I[1] (2U+P) 50'	4,500	1,238	0.275	C
South of Bradley Ave	P[1] (4U+P) 64'	34,200	6,382	0.187	A
Magnolia Avenue					
Kenny St to Airport Dr	M (2U) 32'	16,200	10,834	0.669	D
Airport Dr to Bradley Ave	M (2U) 40'	16,200	10,020	0.619	D
Pioneer Way					
South of Bradley Ave	P[1] (4U+P) 64'	34,200	5,266	0.154	A
Wing Avenue					
Bradley Ave to Airport Dr	I[1] (2U) 28'	4,500	955	0.212	C

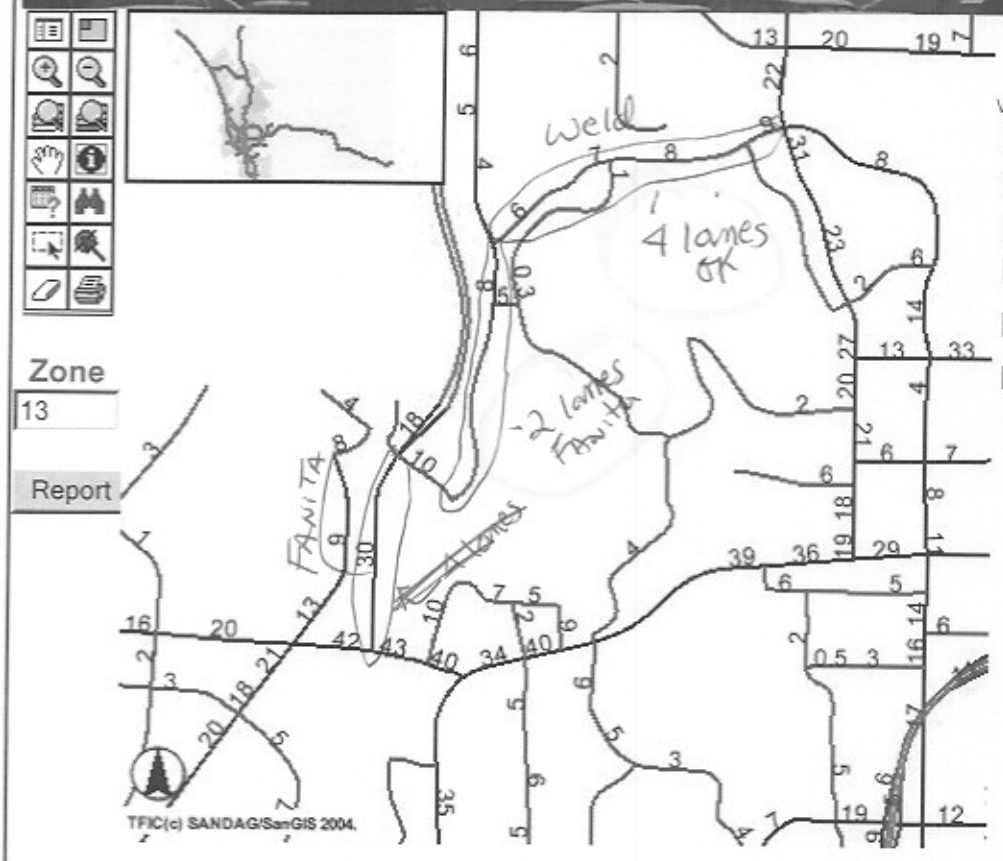
Notes: [1]City of El Cajon classification; however, operations based on County classification capacities. Classifications: M = Major, P = Prime, and I = Industrial. Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio.

Under existing (year 2006) conditions, all study intersections and roadways were calculated to operate at LOS D or better with the exception of:

Source: SANDAG website - Year 2000 Traffic forecast data

ATTACHMENT C

SANDAG Traffic Forecast 2000



Zone
13
Report

Layers
Visible Active
- Freeways
- Freeway Stations
- Roads
- Zone Connectors
- Traffic Analysis Zones
- Jurisdictions

Refresh Map

Roads

Rec	NM	AWT1000S	SPEED	LANES	WAY	CLASS	#SHAPE#	#ID#
1	FANITA	8	45	2	2	COLLECTOR	[line]	9644

Identify

HELP 2010 2020 2030 All Yea

ATTACHMENT D

Staff Arrival Times
Grossmont/District Parking Flow Assessment based on
Spring 2008 Staff Arrival Hours

Shift Start	College	District	Total Need	Buses Required
7:30 AM	93	18	**111**	2.2
7:45 AM	3	0	**3**	0.1
8:00 AM	148	33	**181**	3.6
8:15 AM	0	1	**1**	0.0
8:30 AM	62	2	**64**	1.3
9:00 AM	64	1	**65**	1.3
9:15 AM	1	0	**1**	0.0
9:30 AM	32	0	**32**	0.6
9:45 AM	1	0	**1**	0.0
10:00 AM	25	0	**25**	0.5
10:30 AM	47	0	**47**	0.9

Parking Alternative Proposal
Bus Schedules

Table: GF Gillespie Field
GC Grossmont College
6A/6B 25 passenger bus routes

AM SCHEDULE

Route 1	Leave GF	Arrive GC	Leave GC	Arrive GF
	7:15 AM	7:25 AM	7:32 AM	7:42 AM
	7:49 AM	7:59 AM	8:06 AM	8:16 AM
	8:23 AM	8:33 AM	8:40 AM	8:50 AM
	8:57 AM	9:07 AM	9:14 AM	9:24 AM
	9:31 AM	9:41 AM		

Route 2	Leave GF	Arrive GC	Leave GC	Arrive GF
	7:20 AM	7:30 AM	7:37 AM	7:47 AM
	7:54 AM	8:04 AM	8:11 AM	8:21 AM
	8:28 AM	8:38 AM	8:45 AM	8:55 AM
	9:02 AM	9:12 AM	9:19 AM	9:29 AM
	9:36 AM	9:46 AM		

Route 3	Leave GF	Arrive GC	Leave GC	Arrive GF
	7:25 AM	7:35 AM	7:42 AM	7:52 AM
	7:59 AM	8:09 AM	8:16 AM	8:26 AM
	8:33 AM	8:43 AM	8:50 AM	9:00 AM
	9:07 AM	9:17 AM	9:24 AM	9:34 AM
	9:41 AM	9:51 AM	9:58 AM	

Route 4	Leave GF	Arrive GC	Leave GC	Arrive GF
	7:30 AM	7:40 AM	7:47 AM	7:57 AM
	8:04 AM	8:14 AM	8:21 AM	8:31 AM
	8:38 AM	8:48 AM	8:55 AM	9:05 AM
	9:12 AM	9:22 AM	9:29 AM	9:39 AM
	9:46 AM	9:56 AM		

Route 5	Leave GF	Arrive GC	Leave GC	Arrive GF
	7:35 AM	7:45 AM	7:52 AM	8:02 AM
	8:09 AM	8:19 AM	8:26 AM	8:36 AM
	8:43 AM	8:53 AM	9:00 AM	9:10 AM
	9:17 AM	9:27 AM	9:34 AM	9:44 AM
	9:51 AM	10:01 AM		

MID-DAY SMALL PASSENGER ROUTE SCHEDULE

Route 6A	Leave GF	Arrive GC	Leave GC	Arrive GF
	10:00 AM	10:10 AM	10:15 AM	10:25 AM
	10:30 AM	10:40 AM	10:45 AM	10:55 AM
	11:00 AM	11:10 AM	11:15 AM	11:25 AM
	11:30 AM	11:40 AM	11:45 AM	11:55 AM
	12:00pm	12:10 PM	12:15 PM	12:25 PM
	12:30 PM	12:40 PM	12:45 PM	12:55 PM
	1:00 PM	1:10 PM	1:15 PM	1:25 PM
	1:30 PM	1:40 PM	1:45 PM	1:55 PM
	2:00 PM	2:10 PM	2:15 PM	2:25 PM
	2:30 PM	2:40 PM	2:45 PM	2:55 PM
	3:00 PM	3:10 PM	3:15 PM	3:25 PM
	3:30 PM	3:40 PM	3:45 PM	3:55 PM

Route 6B	Leave GC	Arrive GF	Leave GF	Arrive GC
	10:00 AM	10:10 AM	10:15 AM	10:25 AM
	10:30 AM	10:40 AM	10:45 AM	10:55 AM
	11:00 AM	11:10 AM	11:15 AM	11:25 AM
	11:30 AM	11:40 AM	11:45 AM	11:55 AM
	12:00 PM	12:10 PM	12:15 PM	12:25 PM
	12:30 PM	12:40 PM	12:45 PM	12:55 PM
	1:00 PM	1:10 PM	1:15 PM	1:25 PM
	1:30 PM	1:40 PM	1:45 PM	1:55 PM
	2:00 PM	2:10 PM	2:15 PM	2:25 PM
	2:30 PM	2:40 PM	2:45 PM	2:55 PM
	3:00 PM	3:10 PM	3:15 PM	3:25 PM
	3:30 PM	3:40 PM	3:45 PM	3:55 PM

PM SCHEDULE

Route 1	Leave GC	Arrive GF	Leave GF	Arrive GC
	4:00 PM	4:10 PM	4:17 PM	4:27 PM
	4:34 PM	4:44 PM	4:51 PM	5:01 PM
	5:08 PM	5:18 PM	5:25 PM	5:35 PM
	5:42 PM	5:52 PM	5:59 PM	6:09 PM
	6:17 PM	6:27 PM		

Route 2	Leave GC	Arrive GF	Leave GF	Arrive GC
	4:05 PM	4:15 PM	4:22 PM	4:32 PM
	4:39 PM	4:49 PM	4:56 PM	5:06 PM
	5:13 PM	5:23 PM	5:30 PM	5:40 PM
	5:47 PM	5:57 PM	6:04 PM	6:14 PM
	6:21 PM	6:31 PM		

Route 3	Leave GC	Arrive GF	Leave GF	Arrive GC
	4:10 PM	4:20 PM	4:27 PM	4:37 PM
	4:44 PM	4:54 PM	5:01 PM	5:11 PM
	5:18 PM	5:28 PM	5:35 PM	5:45 PM
	5:52 PM	6:02 PM	6:09 PM	6:19 PM
	6:26 PM	6:36 PM		

Route 4	Leave GC	Arrive GF	Leave GF	Arrive GC
	4:15 PM	4:25 PM	4:32 PM	4:42 PM
	4:49 PM	4:59 PM	5:06 PM	5:16 PM
	5:23 PM	5:33 PM	5:40 PM	5:50 PM
	5:57 PM	6:07 PM	6:14 PM	6:24 PM
	6:31 PM	6:41 PM		

ATTACMENT E

DRAFT

March 11, 2008

In Fall 2008 semester, Grossmont College and District employees will begin parking off-site so that our Grossmont College students may park on campus as we embark up our "Students First" campaign.

The off-site parking location will be at 1960 Joe Crosson Drive, on the corner of Joe Crosson and Floyd Smith Drives (the former El Cajon Speedway) near Gillespie Airfield. From this location, regular shuttle service will be provided from 7:00 a.m. to 7:00 p.m., Monday-Thursday, to transport employees to and from campus.

In order to reduce the potential for traffic congestion and delays around the site, employees will need to be mindful of the routes to and from the off-site location. Specifics of these routes are attached from the various geographical regions. Particular care from those coming from the east and north will be required so as to not impact already difficult intersections.

During the peak afternoon hours of 3:45 p.m.-5:45 p.m., traffic exiting the Gillespie Field Temporary parking lot will only be allowed to turn left on Joe Crosson Drive. Staff will need to utilize the following route: Exit the temporary parking lot and turn left onto Joe Crosson Drive; right onto Floyd Smith Drive; right onto Bradley Avenue and head west or proceed straight through to Johnson Avenue. We need to ensure that staff do not head east on Bradley Avenue towards Highway 67. This intersection is already severely impacted and the City and County have required that we not utilize this intersection during our temporary use of the parking lot.

Your cooperation in this will be critical in ensuring that traffic congestion in the area is not exacerbated. Additionally, it will reduce frustration on your part as well as that of local residents and business owners.

Thank you for your commitment to putting our students first by making a space for them on campus and for your cooperation in this matter.

Sincerely,

Sunita V. Cooke, Ph.D.
President

Basic Driving Directions to the Gillespie Field Temporary Parking Surface Joe Crosson Drive, El Cajon, CA. 92020

Coming From the North

Take I5 or 805 South to the 52 East
Take 52 East to the Mission Gorge exit
Go East (right) on Mission Gorge to Cuyamaca Street
Turn South (right) on Cuyamaca Street to Bradley Avenue
Go east (left) on Bradley Avenue to Floyd Smith Drive
Turn North (left) on Floyd Smith Drive to Joe Crosson Drive
Turn north (left) on Joe Crosson Drive
The parking lot will be on the east (right) side of Joe Crosson Drive

OR

Take 52 East to Highway 125 South
Exit at the Grossmont College Drive Exit.
Head east (left) on Grossmont College Drive
Turn left and head north (down the hill) on Fanita Drive
Turn right on Weld Blvd and head east (up the hill).
Cross Cuyamaca and continue to head east on N. Marshall Ave.
Go east (left) on Bradley Avenue to Floyd Smith Drive
Turn North (left) on Floyd Smith Drive to Joe Crosson Drive
Turn north (left) on Joe Crosson Drive
The parking lot will be on the east (right) side of Joe Crosson Drive

Coming from the South

Take Interstate 5, 805, or Highway 94 North to 8 East
From 8 East, exit at the Johnson Avenue exit
Go north (left) on Johnson Avenue
Continue straight on Johnson Avenue to the Johnson and Bradley Avenue Intersection
Proceed straight across the intersection onto Floyd Smith Drive
Turn west (right) on Floyd Smith Drive to Joe Crosson Drive
From Floyd Smith Drive turn north (left) on Joe Crosson Drive
The parking lot will be on the east (right) side of Joe Crosson Drive

OR

Take Highway 94 North to Highway 125 North
Turn off at the Grossmont College Drive exit and head east (left) on Grossmont College Drive
Turn left on Fanita Drive and head north (down the hill).
Turn right on Weld Blvd and head east (up the hill).
Cross Cuyamaca and continue to head east on N. Marshall Ave.
Go east (left) on Bradley Avenue to Floyd Smith Drive
Turn North (left) on Floyd Smith Drive to Joe Crosson Drive
Turn north (left) on Joe Crosson Drive
The parking lot will be on the east (right) side of Joe Crosson Drive

Coming From the East

From 8 West, exit at the Johnson Avenue exit
Go north (left) on Johnson Avenue
Continue straight on Johnson avenue to the Johnson and Bradley Avenue Intersection
Proceed straight across the intersection onto Floyd Smith Drive
Turn west (right) on Floyd Smith Drive to Joe Crosson Drive
From Floyd Smith Drive turn north (left) on Joe Crosson Drive
The parking lot will be on the east (right) side of Joe Crosson Drive

OR

From Highway 67 take the Mission Gorge Exit and head West (straight ahead)
Continue west on Mission Gorge to the Magnolia Avenue Intersection.
Head South (left) on Magnolia Avenue to the Airport Drive Intersection.
Turn North (right) on Airport Drive and proceed to the Joe Crosson Drive Intersection
Turn South (left) on Joe Crosson Drive

Coming from the West

Take 8 East to Highway 125 North
Take the Grossmont College Drive exit and head east (left) on Grossmont College Drive
Turn left on Fanita Drive and head north (down the hill).
Turn right on Weld Blvd and head east (up the hill).
Cross Cuyamaca and continue to head east on N. Marshall Ave.
Go east (left) on Bradley Avenue to Floyd Smith Drive
Turn North (left) on Floyd Smith Drive to Joe Crosson Drive
Turn north (left) on Joe Crosson Drive
The parking lot will be on the east (right) side of Joe Crosson Drive

OR

From 8 East, exit at the Johnson Avenue exit
Go north (left) on Johnson Avenue
Continue straight on Johnson avenue to the Johnson and Bradley Avenue Intersection
Proceed straight across the intersection onto Floyd Smith Drive
Turn west (right) on Floyd Smith Drive to Joe Crosson Drive
From Floyd Smith Drive turn north (left) on Joe Crosson Drive
The parking lot will be on the east (right) side of Joe Crosson Drive